

The New York Times

MID-WEEK PICTORIAL

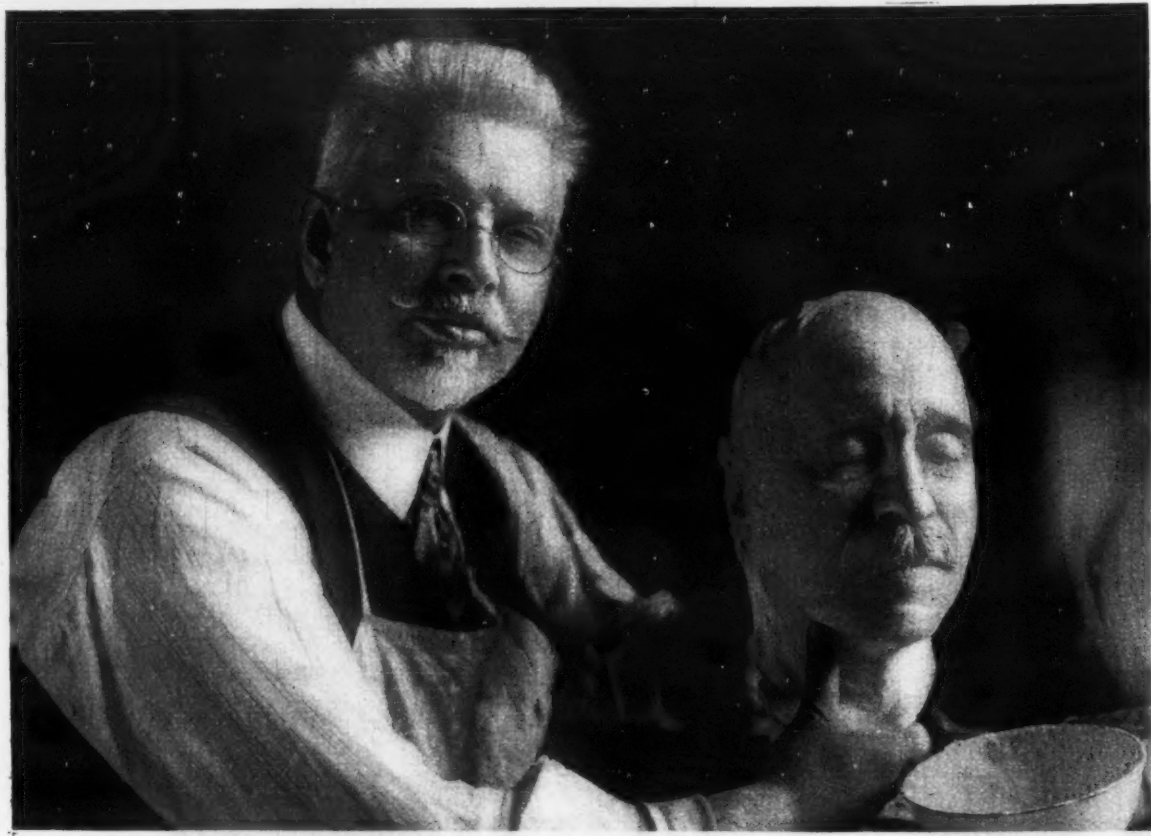


Switzerland Increases Her Border Guard

The announcement was made during the last week of the mobilization of additional units of the Swiss army for the purpose of greatly strengthening the military forces guarding the national boundaries from invasion. Above is shown a group of Swiss officers making border observations from a high peak.

(Underwood & Underwood.)

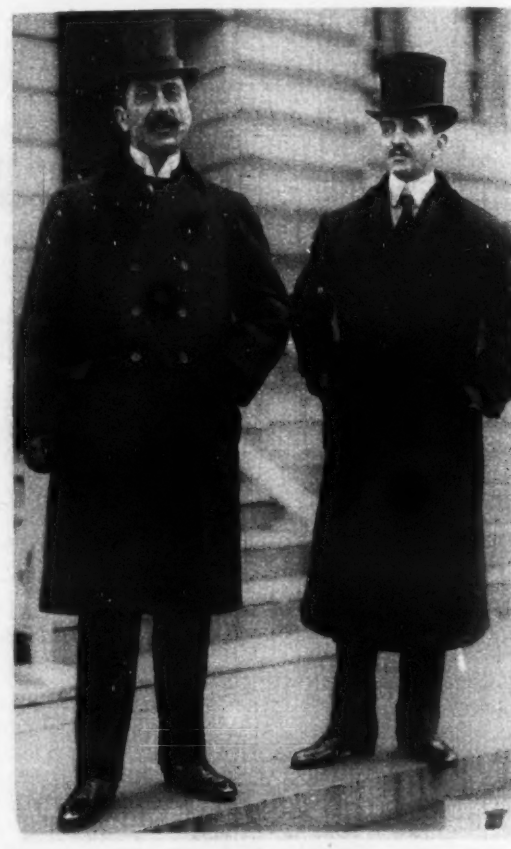
Some News Events Reflected in Late Photographs



THE DEATH MASK OF ADMIRAL DEWEY.

The death mask of Admiral George Dewey, shown in the hands of its maker, U. S. J. Dunbar, is the forty-ninth made by Mr. Dunbar. He has made masks of President McKinley, Admiral Bob Evans, Senator Henry Gassaway Davis, and a number of other famous men. The one of Admiral Dewey was made for the Navy Department. Mr. Dunbar was formerly in the Smithsonian Institution.

(Photos from Harris & Ewing.)



FIRST MINISTER FROM SERBIA TO THE UNITED STATES.

Liomir Mihailovitch, Serbia's new Minister to the United States, photographed shortly after his arrival in this country. M. Mihailovitch is Serbia's first Envoy Extraordinary and Minister Plenipotentiary to the United States. He was formerly Charge at Rome and later Minister to Montenegro, resident in Paris. The new Minister is 45 years old, and was educated in Serbian universities and in Paris. He is accompanied by Alexander Georgevitch, First Secretary of the new Legation (right).



Buffalo Bill's famous steed, "McKinley," led in the funeral procession.

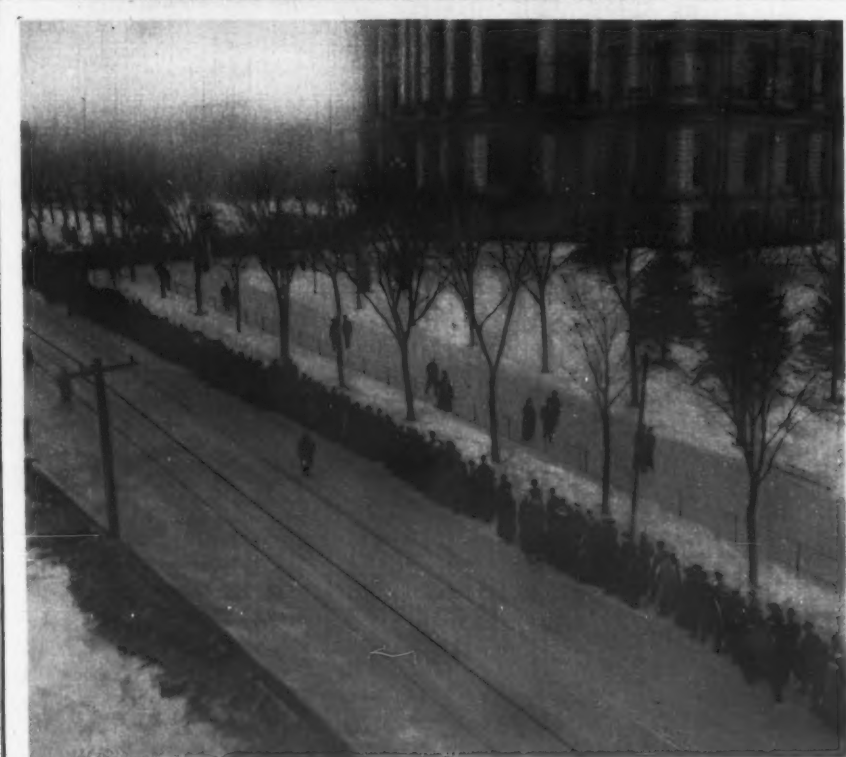
(Photos Underwood & Underwood and Central News Service.)

THE PASSING OF OF BUFFALO BILL

The burial services over Colonel William Frederick Cody, "Buffalo Bill," were held in Denver on Sunday, Jan. 14. The body was placed in state in the Colorado Capitol Building in Denver, escorted to the Elks Home, where services were held, and then removed to a mortuary to await interment on Lookout Mountain, one of the city's mountain parks, 2,000 feet above Denver and fifteen miles from it by road. The city will build a crypt there and a monument will be erected later.



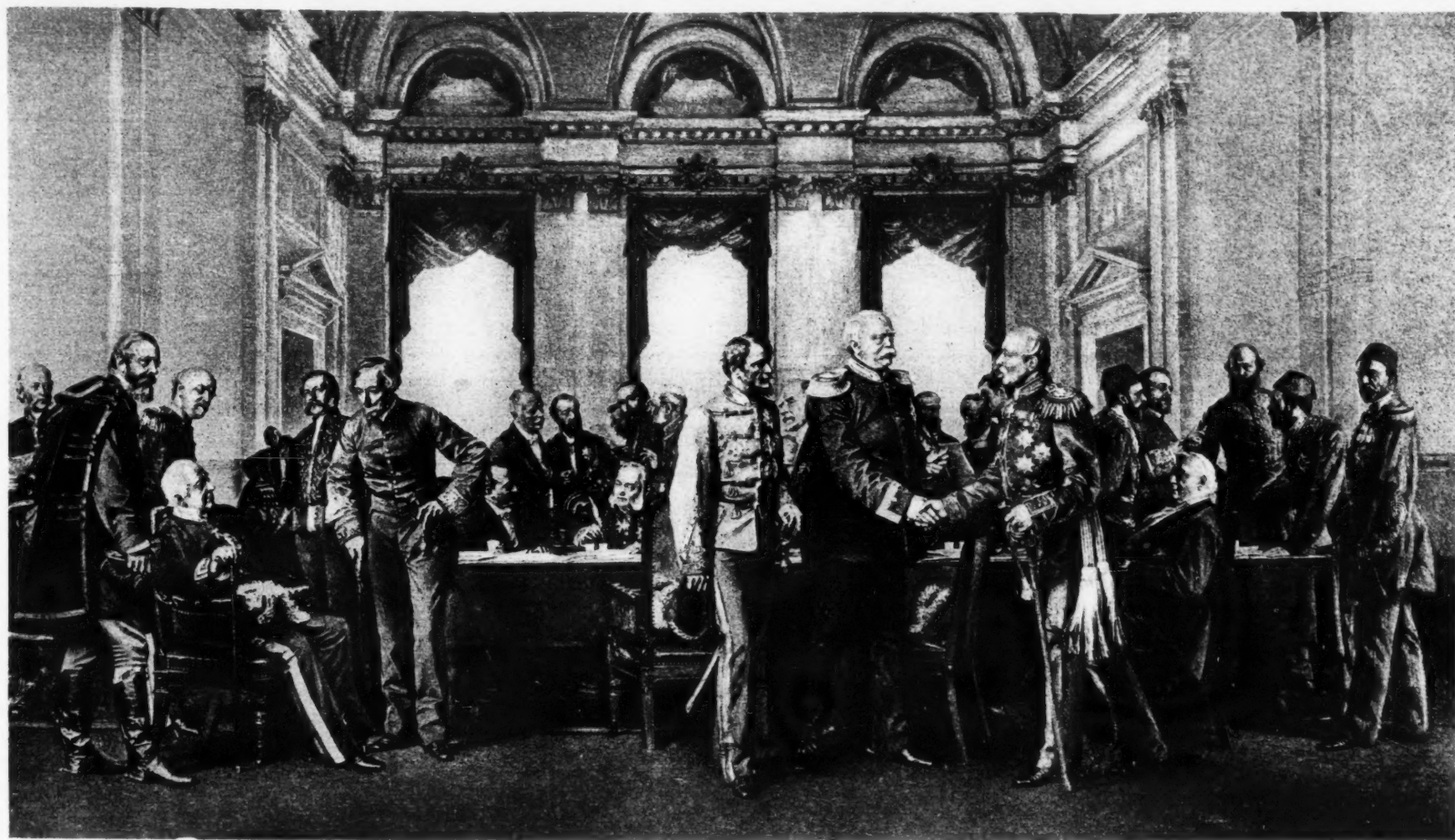
Buffalo Bill's last picture. He is shown on the right with General Hugh L. Scott, U. S. A., in the latter's office in Washington. The two had been chums since 1860.



A few of the thousands who filed past the casket of Colonel Cody and took a last look at him as he lay in state in the State Capitol at Denver, Colorado.



All Colorado seemed to attend the funeral of Buffalo Bill. The photograph shows the casket being placed on the army caisson after being carried out of the Capitol Building at Denver, Colorado.



THE TREATY OF BERLIN, CONCLUDED BY BISMARCK IN 1878.

Under this treaty, instigated by Austria and seconded by Germany and England, the territory of Bulgaria and Serbia was again placed under Turkish rule. The modern Balkan wars have been attributed largely to the discontent engendered through the settlements arranged under this treaty.

Empire by his policy of "blood and iron": that at the expense of Denmark, in 1864; that which annexed Hesse, Hanover, and Nassau to Prussia, and humiliated Austria, after the battle of Sadowa in July, 1866; and that which despoiled France of Alsace-Lorraine, after the Franco-Prussian war of 1870-1871. The last of these three treaties was signed at Paris on May 10, 1871.

Moving eastward, we come to the

treaties which created the Polish situation. Poland had long been in a condition of anarchy. Twelve million degraded serfs were ground under the iron heel of a hundred thousand nobles, who fought among themselves for the right to set up a figure-head King. Such a condition invited spoliation. Catherine II. of Russia, a Princess of German birth, joined with Frederick II. of Prussia and Maria Teresa of Aus-

tria in that spoliation, in the first partition of Poland, in 1772. A second partition, completed by treaty in 1795, finally robbed Poland of the last shred of national existence. Napoleon I. endeavored to undo this by creating the Duchy of Warsaw, but his action was nullified by his defeat at Moscow and his disastrous retreat in 1812. The proclamation of Grand Duke Nicholas, at the beginning of the war, promised

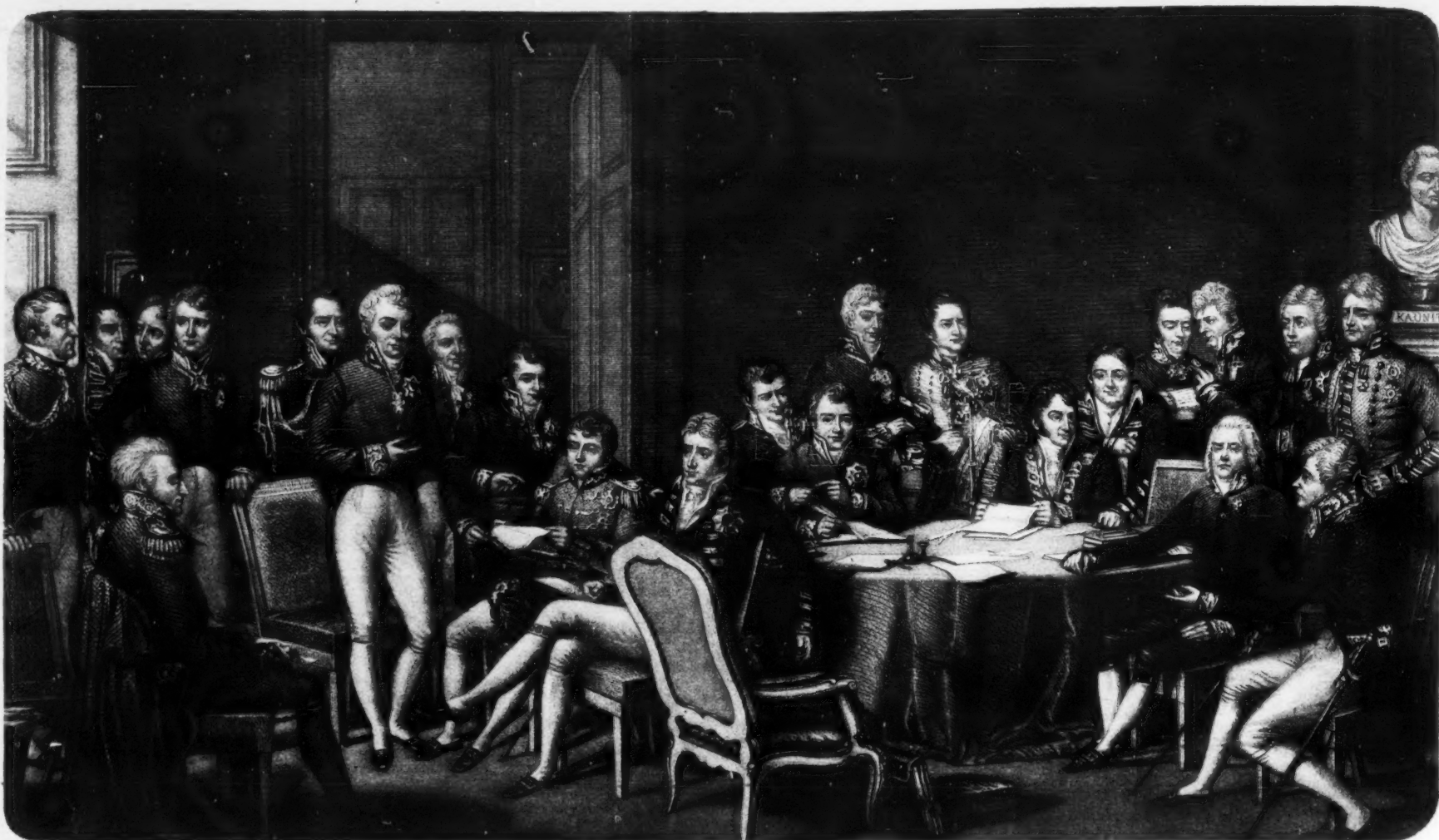
to reunite the three severed parts of Poland.

Finally, we come to the treaty which, above and before all others, created the situation which made almost inevitable the present war: the treaty signed at Berlin on July 13, 1878, which nullified the Treaty of San Stefano, signed by Russia and Turkey at the beginning of the same year. This latter treaty practically solved the whole Balkan ques-



THE END OF THE FRANCO-PRUSSIAN WAR.

Bismarck and Thiers concluding peace at Versailles. It was by the terms of this treaty that the Provinces of Alsace and Lorraine were lost to France and became Prussian possessions.



THE CONGRESS OF VIENNA.

This body, which held sessions at Vienna during 1814 and 1815, met to settle the various questions created by the defeat of Napoleon and the end of the Napoleonic wars.



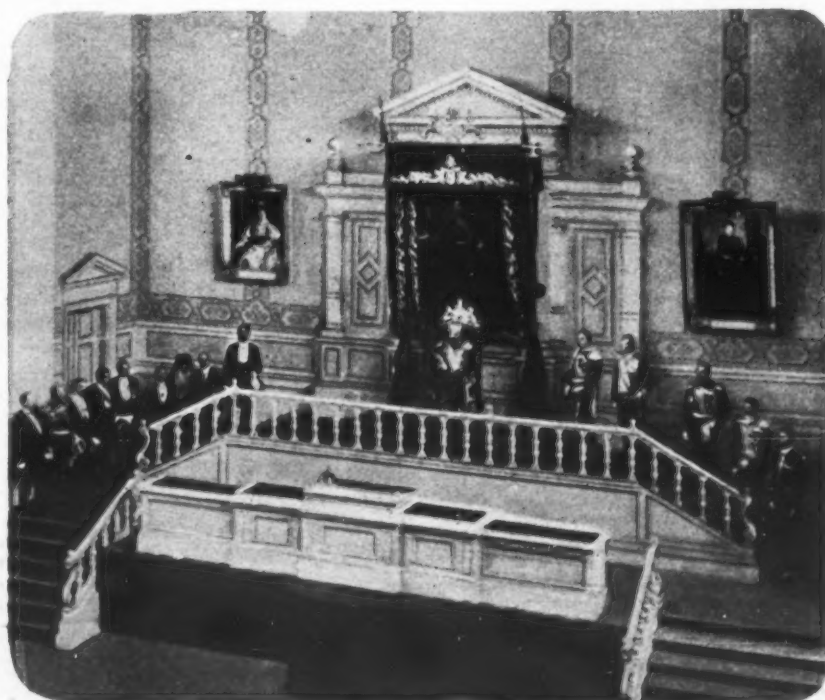
THE PARTITION OF POLAND.

Russia, Prussia, and Austria dividing Poland between them in 1771. On the right are Frederick the Great of Prussia and Joseph of Austria; on the left are Catherine the Great of Russia and Stanislaus Augusta, the last King of Poland.

tion in a humane and national sense, strengthening the Slav nations of Serbia and Montenegro, as well as Rumania, and creating a great Bulgaria which fulfilled the national aspirations of a people long subjected to atrocious misrule. To the Turks it left Constantinople and a small strip of territory adjacent, as well as Mohammedan Albania. But, instigated by the Austrian Count Andrassy, the enemy of Slav freedom in the Balkans, Disraeli and Bismarck united to annul this treaty, and substituted the famous Berlin Treaty, which thrust Bulgarian and Serbian districts back under Turkish misrule. The Berlin Treaty was violated, first by Bulgaria, in 1885, by the annexation of Eastern Rumelia on her southern border; next, by Austria, in 1908, by the annexation of Bosnia-Herzegovina. Russia refused to recognize the first violation, and keenly resented the second; this resentment was

one cause of the violently strained relations between Austria and Russia, which hastened the present war.

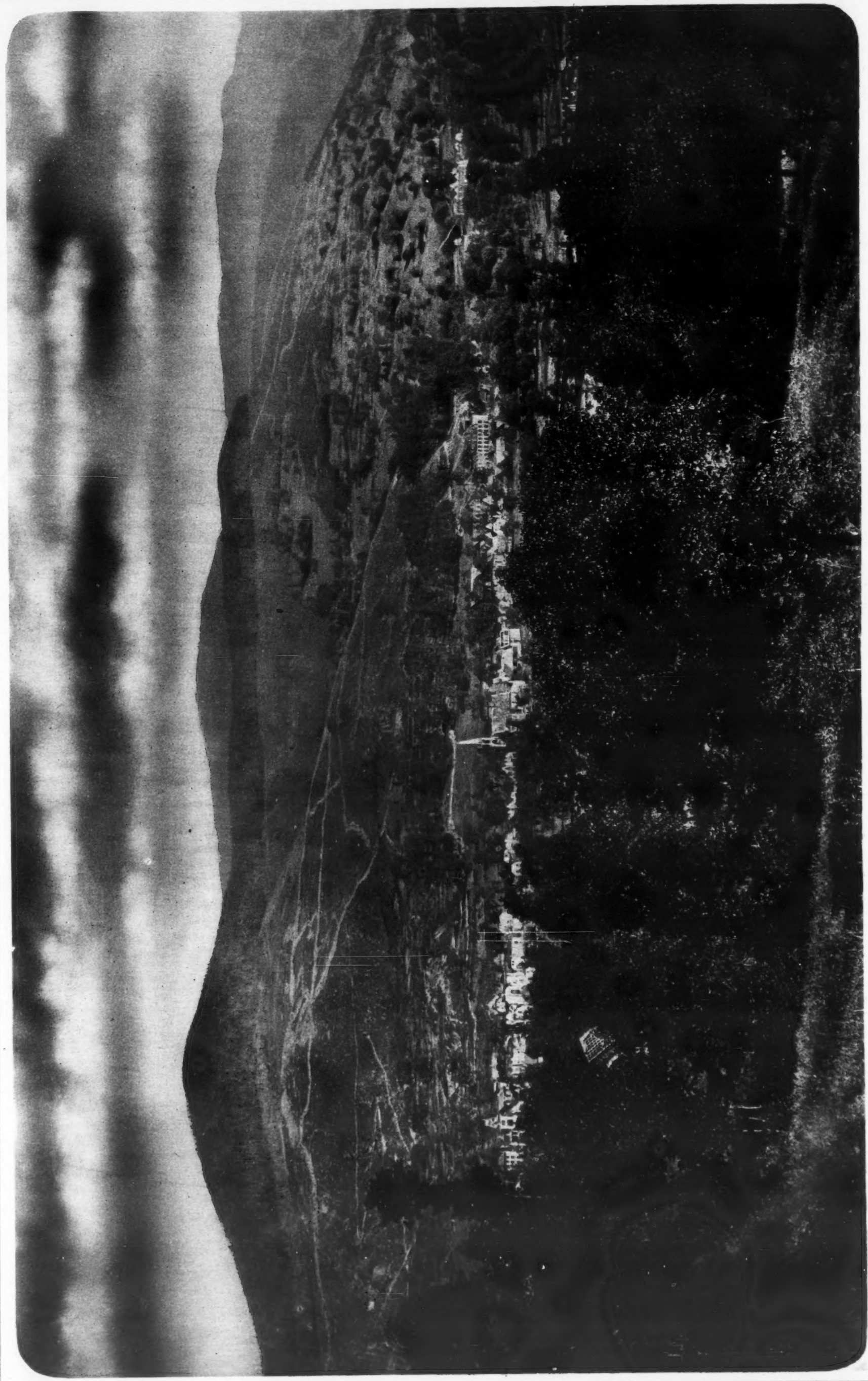
Growing out of the injustices perpetrated by the Berlin Treaty, and the attempts of the Balkan nations to remedy them in the first Balkan war of 1912, were the Treaty of London, signed on May 30, 1913; the second Balkan war, begun less than a month later, and the Treaty of Bucharest, signed on Aug. 10, 1913, which, by depriving Bulgaria of a large part of her gains in the first Balkan war, generated the bitter resentment which led her to join with the enemies of her former allies and to attack Serbia, as an ally of Austria-Hungary and Germany. Had the settlement of San Stefano been allowed to stand, it is probable that neither of these Balkan wars would ever have been fought, nor would the Serbian situation, which was the immediate cause of the present war, ever have existed.



KING FERDINAND ANNOUNCING INDEPENDENCE OF BULGARIA.

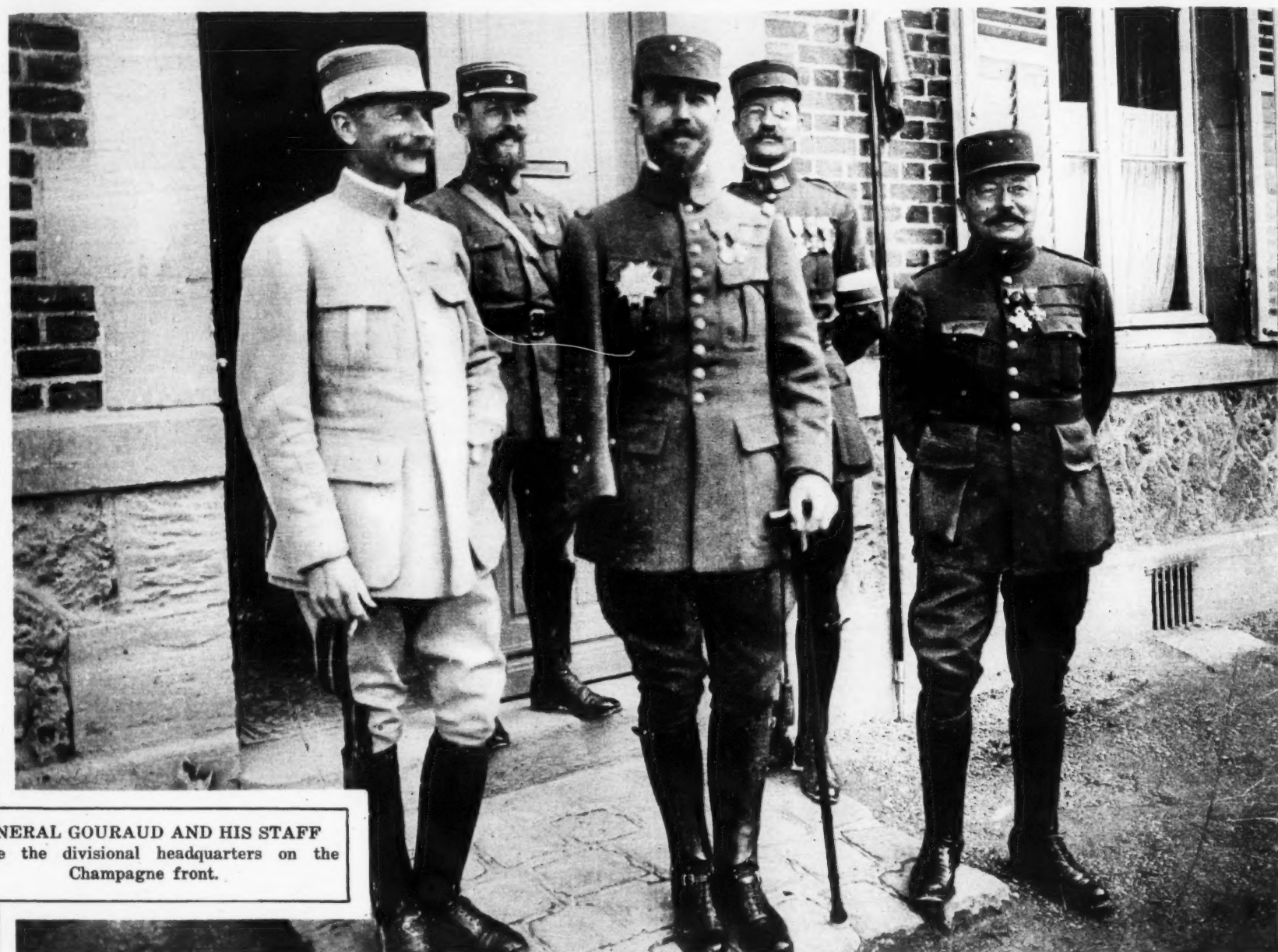
In 1908 Bulgaria feared that Turkey's nominal suzerainty over her might be made a real one, and in October, at Tirnovo, Prince Ferdinand solemnly proclaimed Bulgaria an independent kingdom, taking for himself the title of King.

Will the Germans Reconquer This Beautiful Valley of Alsace Regained?



A general view of the exquisitely situated but now almost destroyed town of Metzeral in the portion of Alsace reoccupied by the French; the town is constantly under bombardment by the German heavy guns.
(Paul Thompson.)

The Men Over the Poilus: Some



GENERAL GOURAUD AND HIS STAFF
Before the divisional headquarters on the
Champagne front.



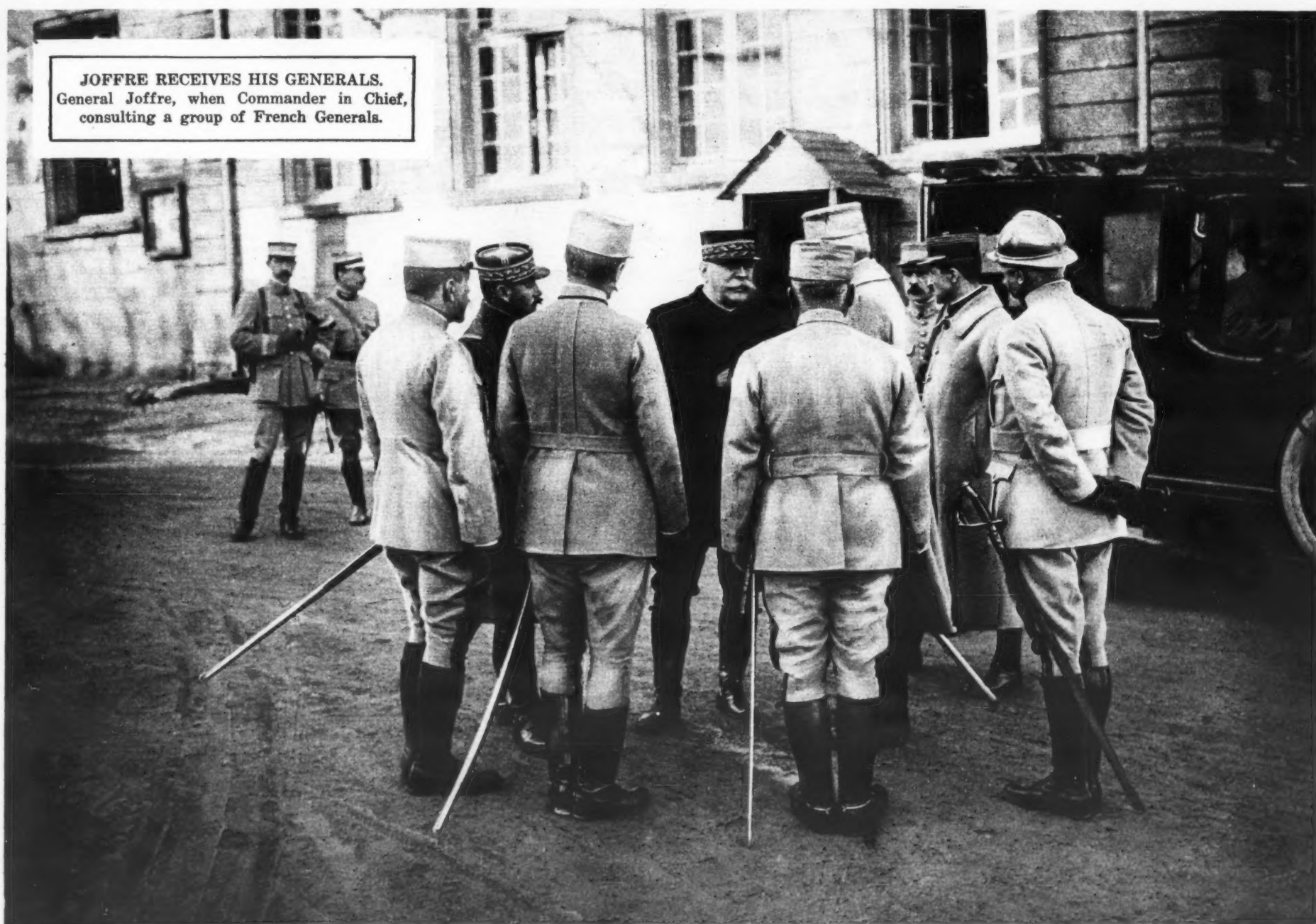
GENERAL MARCHAND IN PICARDY.
The famous General before his headquarters
at the Somme front.

THURSDAY,
DECEMBER 23, 1916.

e French Generals With Their Staffs

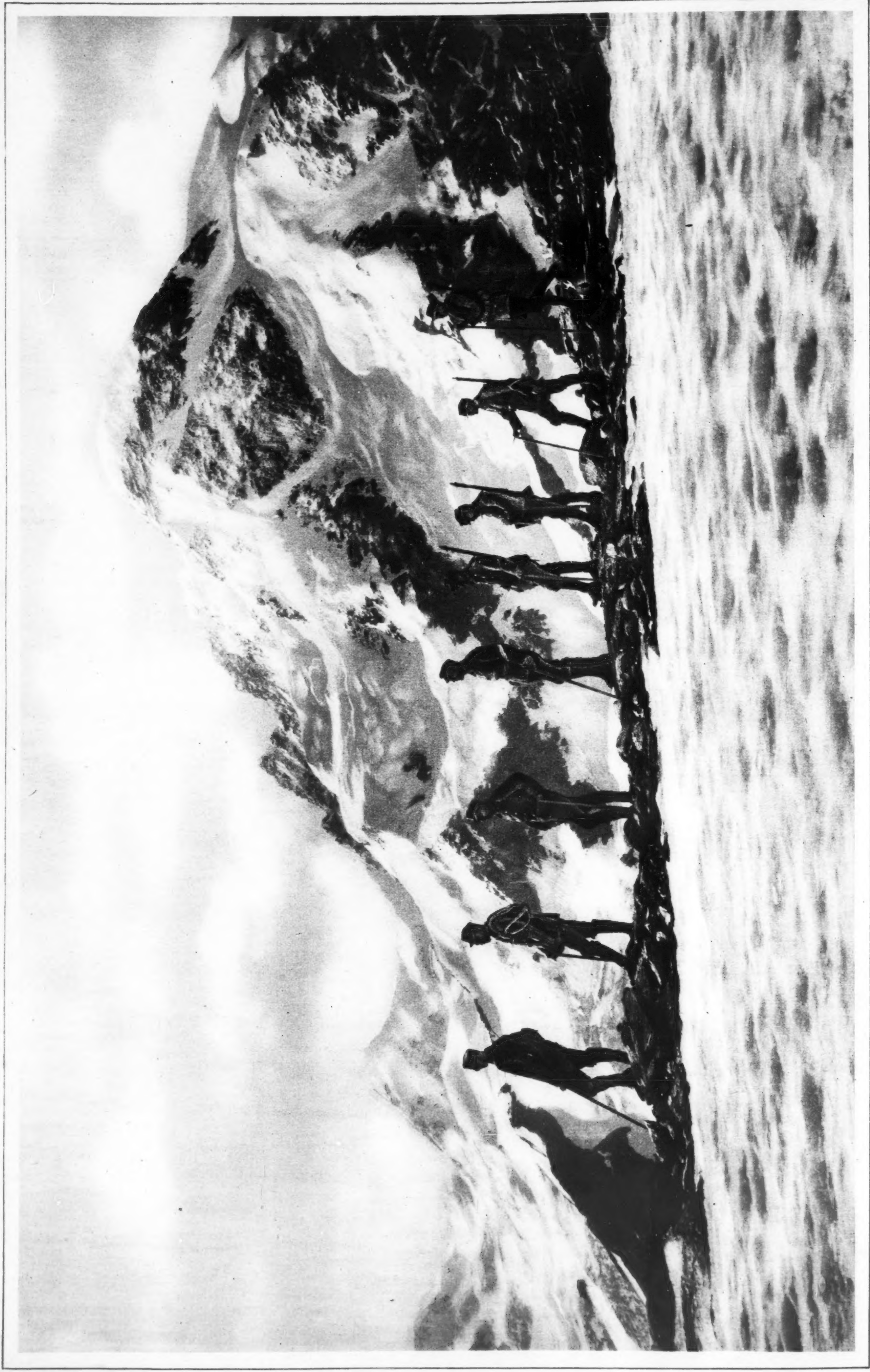


GENERAL HUMBERT, MEUSE FRONT
Leaving headquarters for a tour of the lines
in the Verdun district.



JOFFRE RECEIVES HIS GENERALS.
General Joffre, when Commander in Chief,
consulting a group of French Generals.

Mars in the High Mountains—An Alpine Study



A SWISS PATROL IN THE THEODULE PASS, AT THE FOOT OF THE BREITHORN PEAK, IN THE BERNESE ALPS.
(Underwood & Underwood.)

Where the Matterhorn Guards the Swiss South Frontier



SWISS ALPINE GUARDS ON THE MONTE ROSA GLACIER ON THE ITALO-SWISS BORDER, WITH THE MATTERHORN IN THE DISTANCE.

(Underwood & Underwood.)

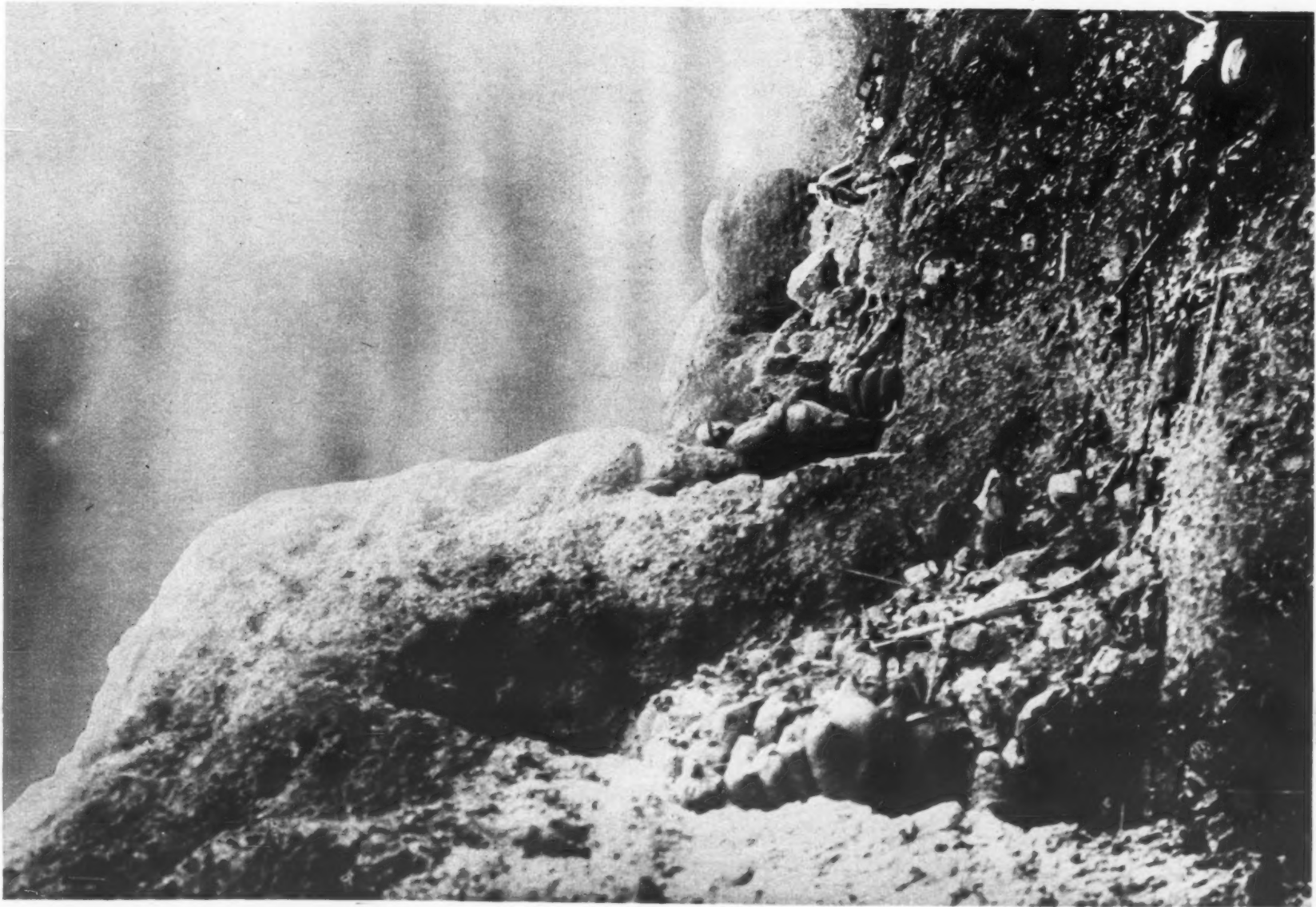
While Verdun's Defenders Drive the Foemen Back: Mass Amid the Ruins



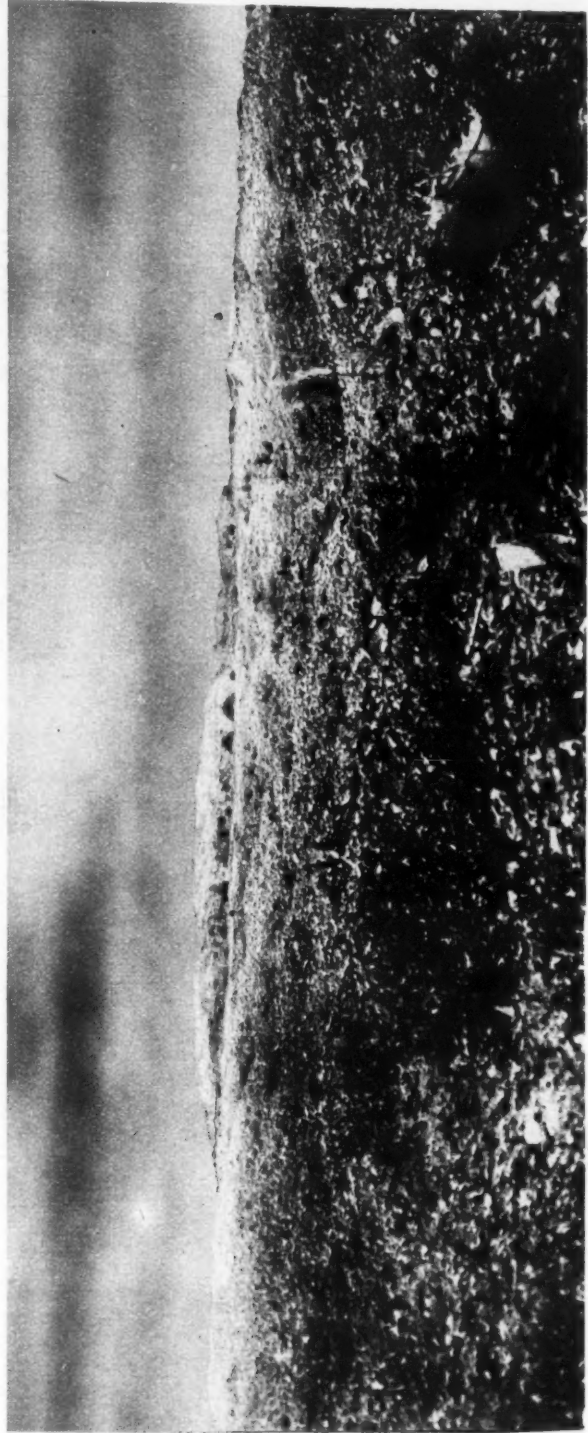
IN THE ROOFLESS INTERIOR OF A CHURCH AT VERDUN A FRENCH PRIEST CELEBRATES MASS AND PRAYS FOR VICTORY.

(© A. P. A.; from *Médem.*)

When the French Recaptured Fort Vaux at Verdun



On guard outside the badly battered walls; in the distance a wounded French soldier is seen coming from the fire-lines.



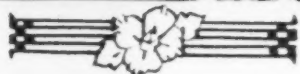
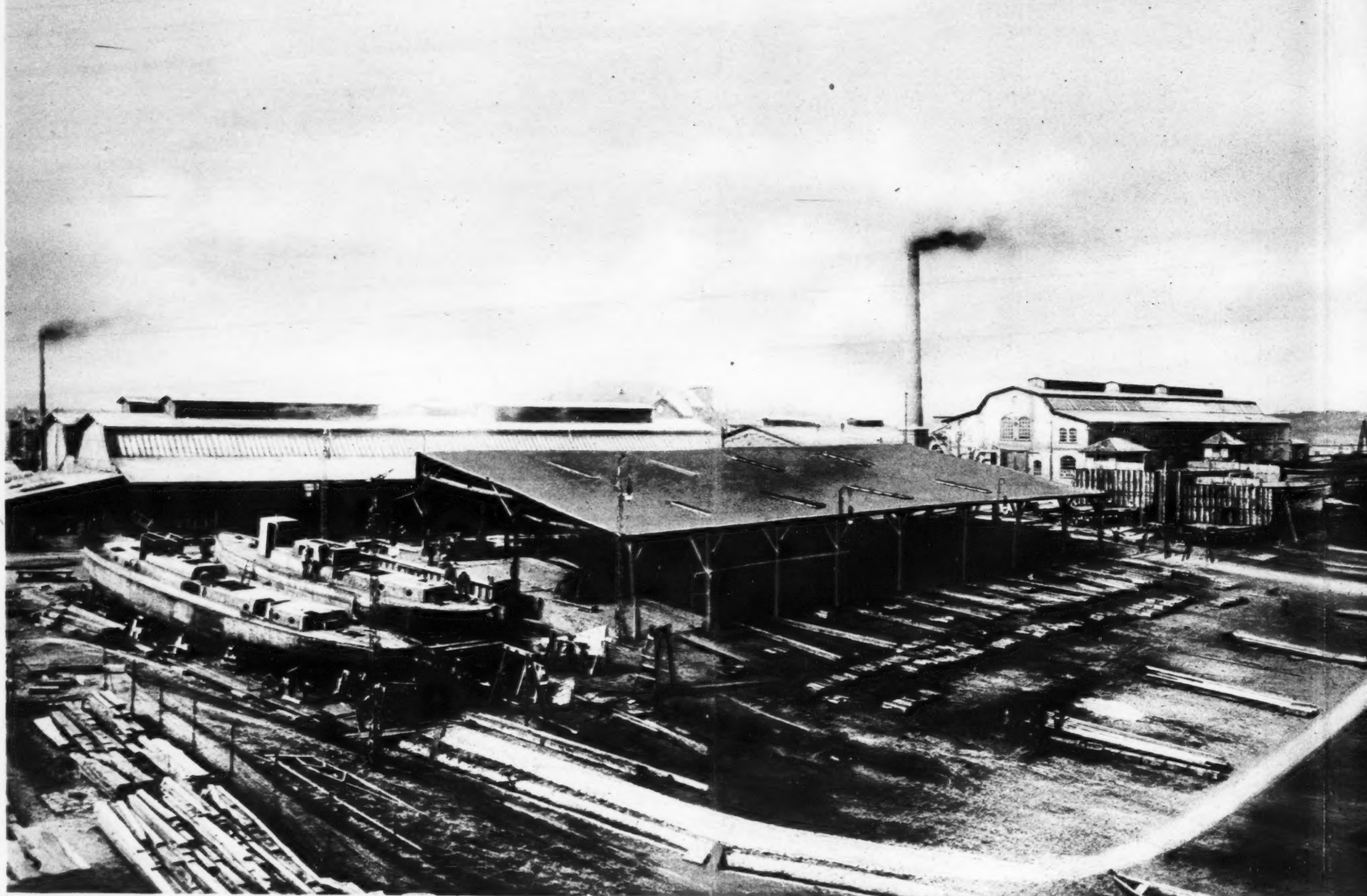
All but demolished by the successive waves of shell-fire that have swept over it from all sides; one of the redoubts of Fort Vaux seen at a short distance.



Crumbled walls of Fort Coffre, a part of Fort Vaux; the guns and ammunitions were left by the Germans.

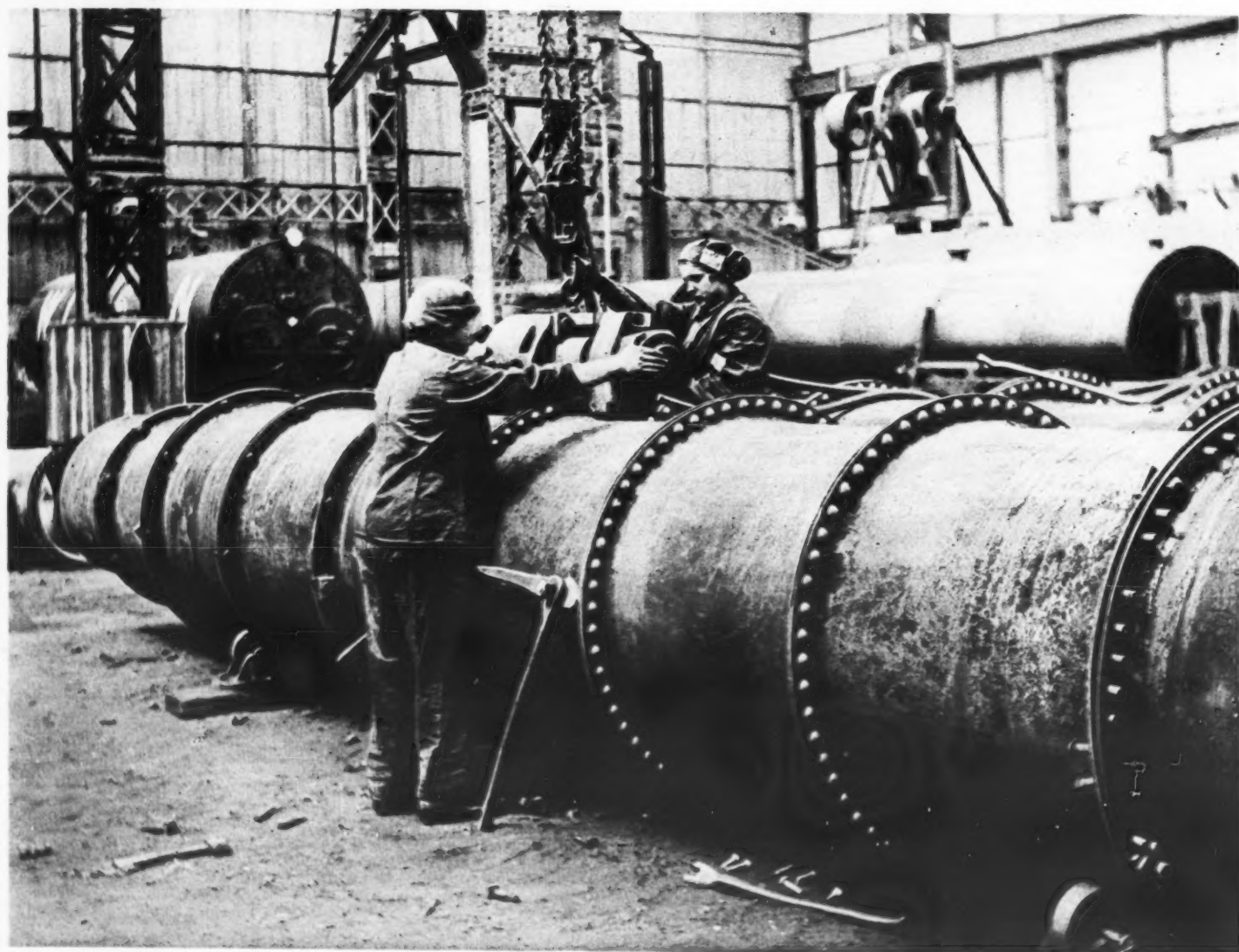
(Central News Photo Service.)

STILL THE MOST JEALOUS OF RIVALS ARE THE

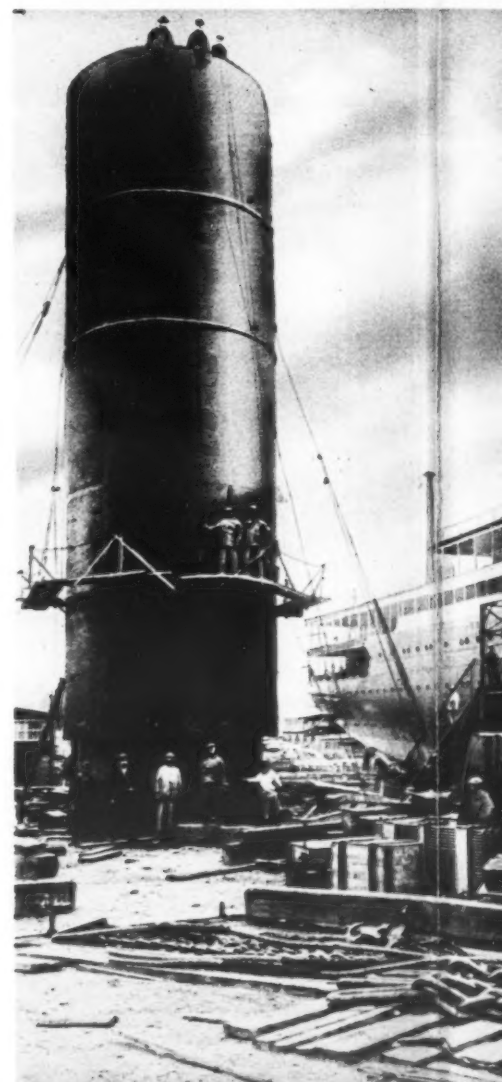


A very recent photograph made in one of the many German shipyards in the Kiel district, where preparations are being made for record shipbuilding activity, according to

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In the boiler works attached to a British shipyard; women workers are employed, even for the heavy tasks, owing to the pressure of work and the scarcity of male labor.



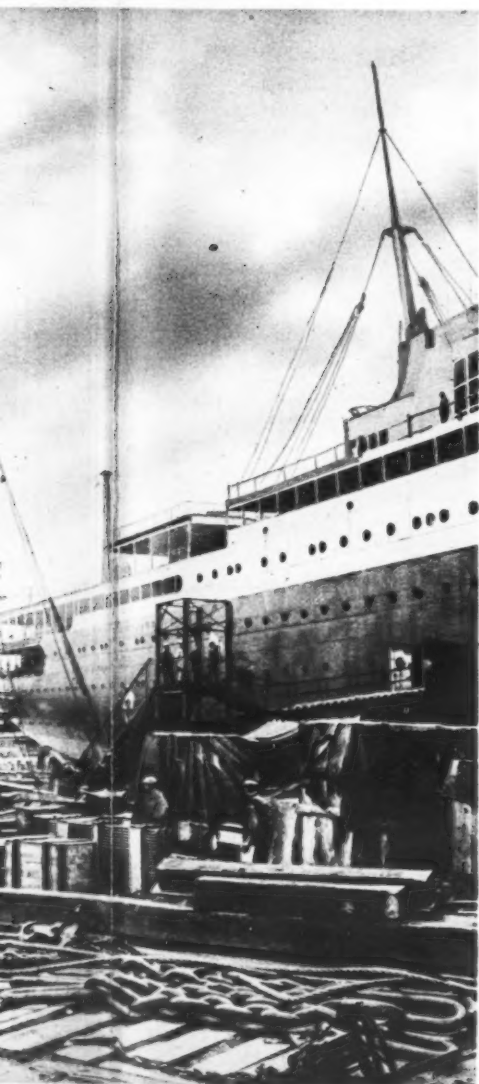
Building up the German merchant marine on the funnels of the new North German

THE GERMAN AND THE BRITISH SHIPBUILDERS

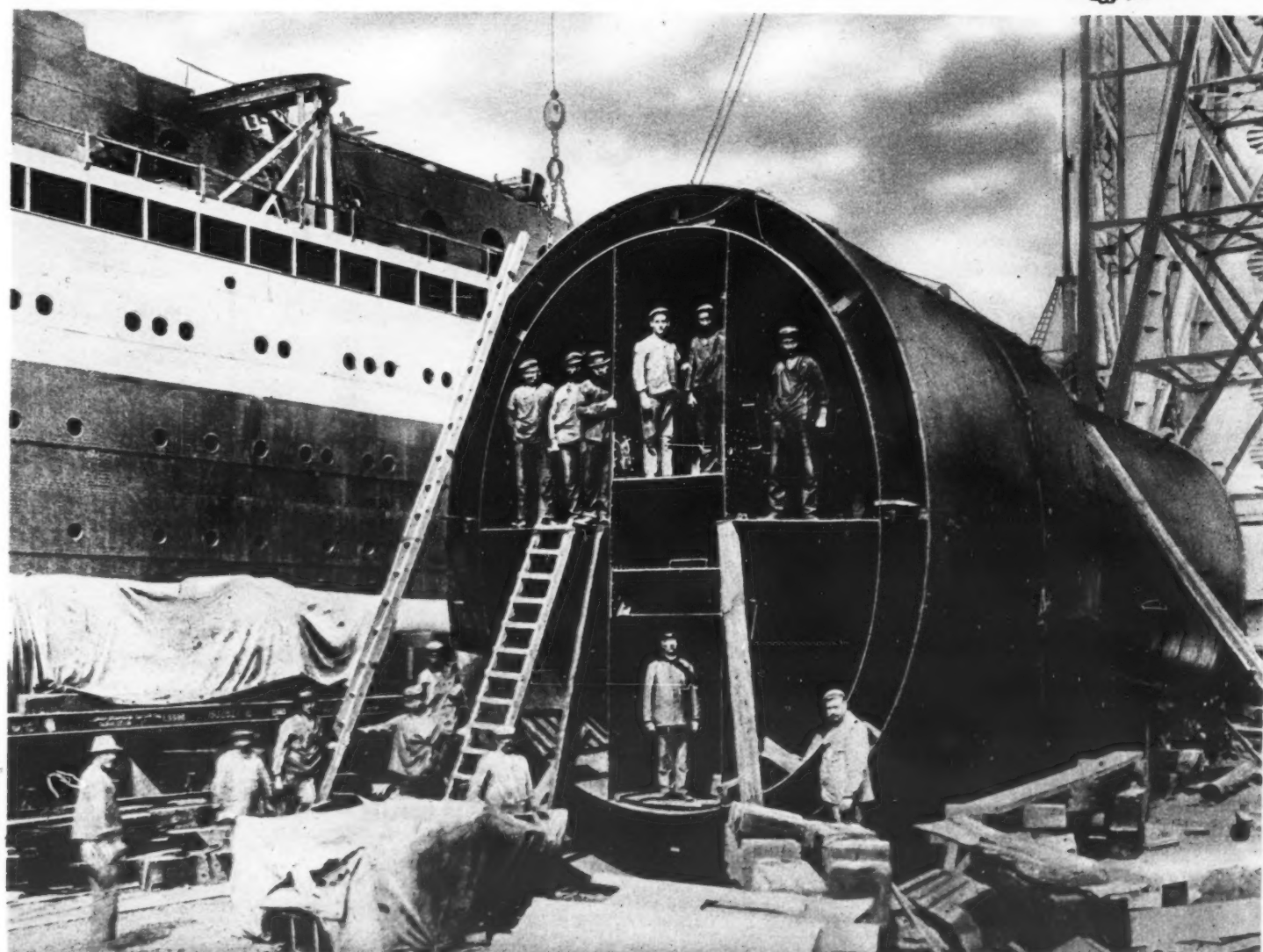


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the authoritative German cables. The old rivalry between the German and the British shipbuilders, instead of having been decreased by the war, has been made more intense.



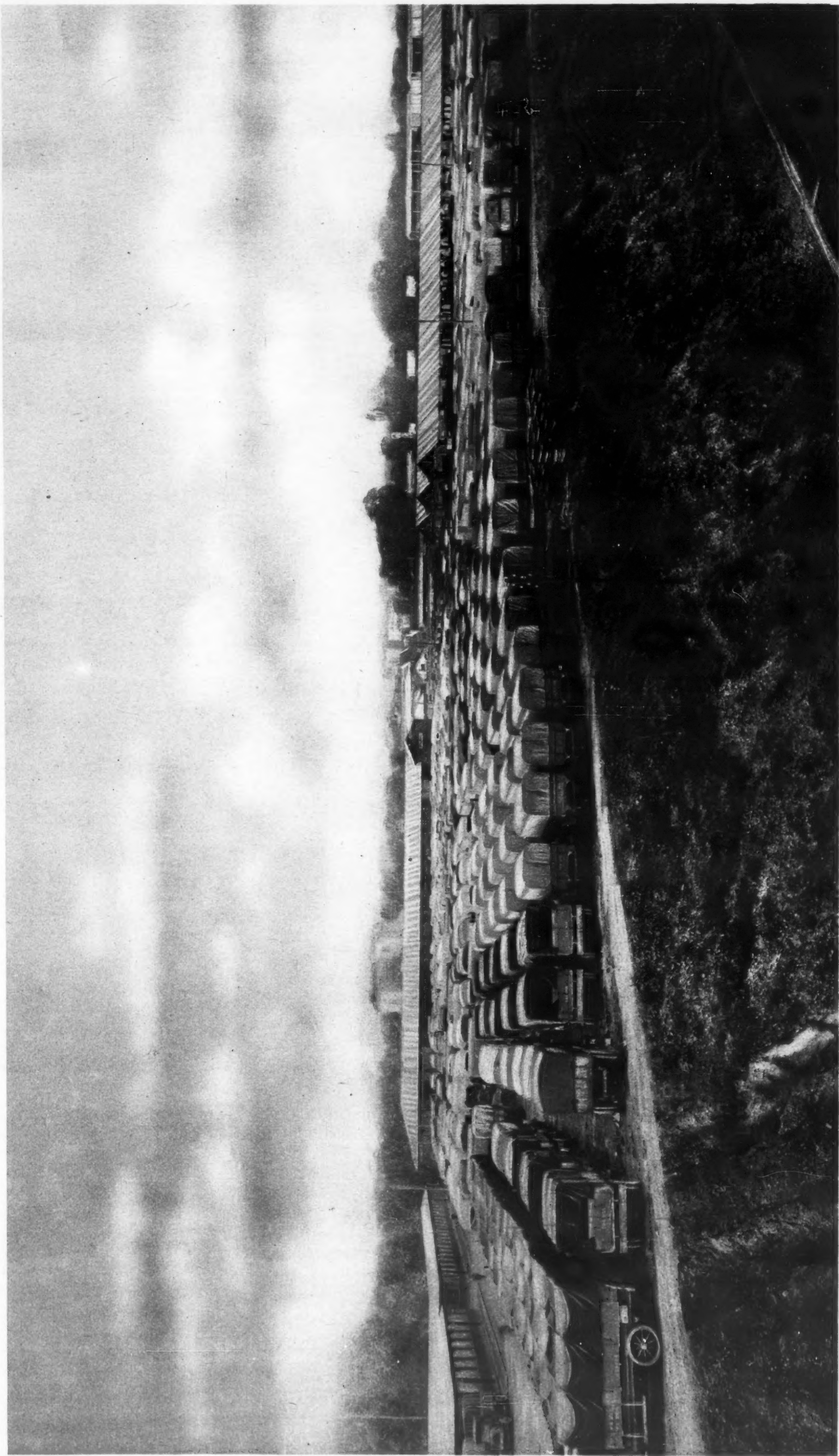
Merchant marine during war time; at work
new North German Lloyd ship Kolumbus.



A high degree of activity is the condition present today in the shipyards of Germany; many soldier mechanics, incapacitated for further duty on the fighting lines, are employed in this work.

(Photos, A. Blanck, Underwood & Underwood and Central News Service.)

The Apotheosis of the Modern Army Transport



A French park for motor trucks used for army transport, one of the many in which are kept the thousands of motor transports used by the French Army. It has been said that in the present

war France has twice been saved by motor cars: once in the battle of the Marne, when reserves were rushed from Paris in taxicabs; and again on the first attack at Verdun, when the enormous sup-

plies needed by the defenders were rushed up, day and night, in endless lines of motor transports. It was this motor service which enabled the French to keep the Germans in check.

(Central News Photo Service.)

Getting Along in the Far East: Some Quaint Methods of Transportation in China, India, and Japan

The photograph on the opposite page is a representation of what might almost be termed the apotheosis of modern rapid transportation. We see thousands of French military motor cars collected in one of the many such parks near the French war front; they are ready at a moment's notice to bear to the fighting lines France's reserve forces, whether they be of men or of materials. Motor transport for an army and an army's supplies! This is the West. Compare with this these charming pictures from the East—the Far East of India, of China, of Japan! Here is the transportation of old days, of old centuries, indeed, still pursuing its even and unhurried way. And bear in mind—what is the most significant phase of the matter—that these are not pictures of yesterday, but of today, of this present day of war and conflict, of might and strain among the European nations. The East is East, unchanging though it changes, unhas-tening though the world fall about its ears! And these are some of the many ways typical of how the East gets along.

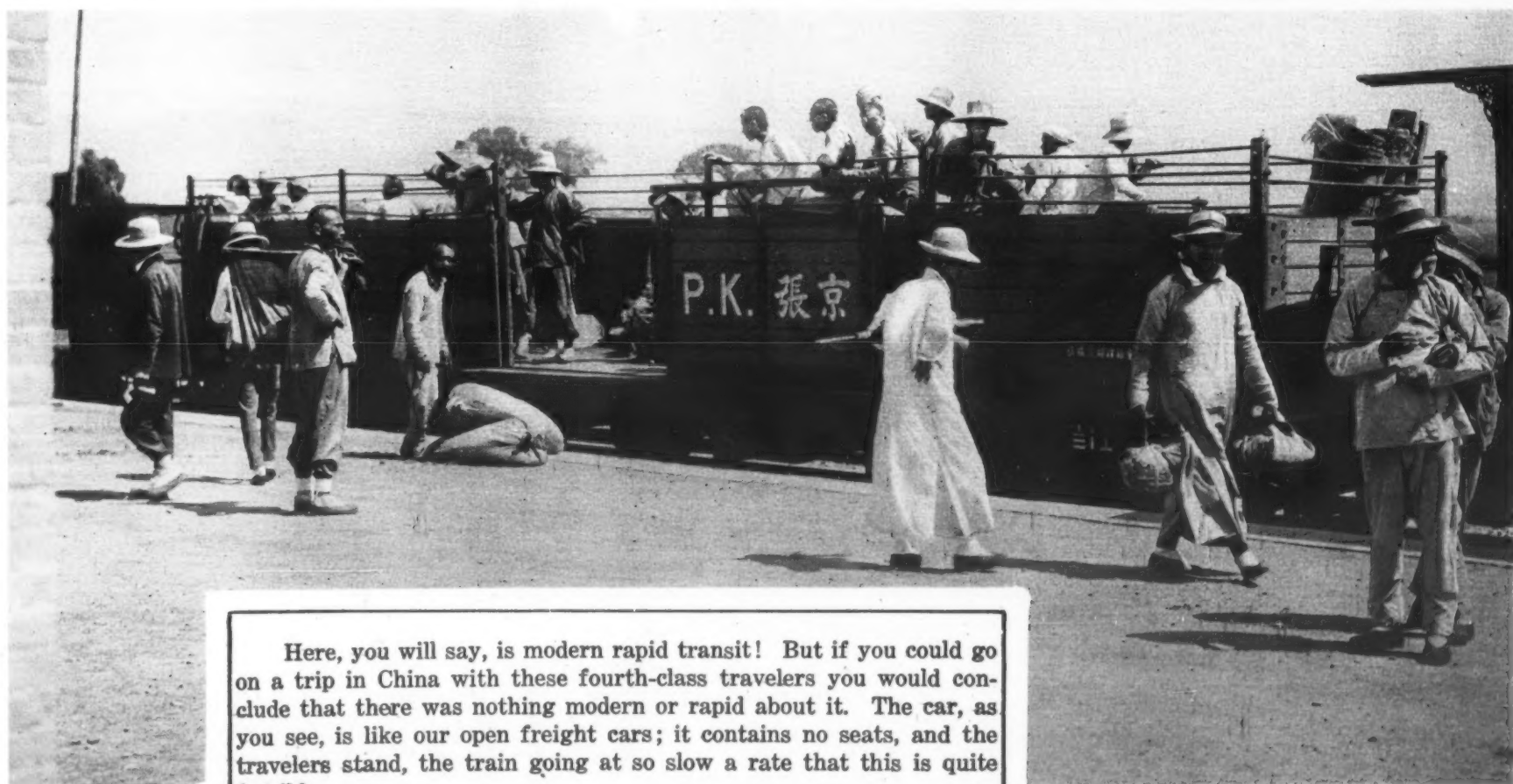


This little maid of Japan travels in the way her honorable ancestors traveled when they went about their affairs centuries ago in the Island Empire of Nippon. She is riding in a kago, a means of transportation used extensively by the Japanese ladies when they travel long distances in the country.



This sunny road is on Elephanta Island, in the Bay of Bombay. When it is too hot to walk the tourist can get four husky native lads to carry him or her about in a chair for 15 cents an hour. Elephanta Island contains famous caves, and is a show place for tourists.

(Photos © Brown & Dawson and Newman Traveltalk.)



Here, you will say, is modern rapid transit! But if you could go on a trip in China with these fourth-class travelers you would conclude that there was nothing modern or rapid about it. The car, as you see, is like our open freight cars; it contains no seats, and the travelers stand, the train going at so slow a rate that this is quite feasible.

derful bathing ghats and burning ghats along the Ganges at Benares in India usually do take one of these boats rowed by natives and see all of the sights without the necessity of actually coming in contact with the uninviting natives.

(© Brown & Dawson.)



And this is the most comfortable way to get along around the picturesque, but filth-encumbered shores of the sacred River Ganges: being rowed in a double-deck skiff by glistening black-skinned natives! Tourists wishing to see the won-

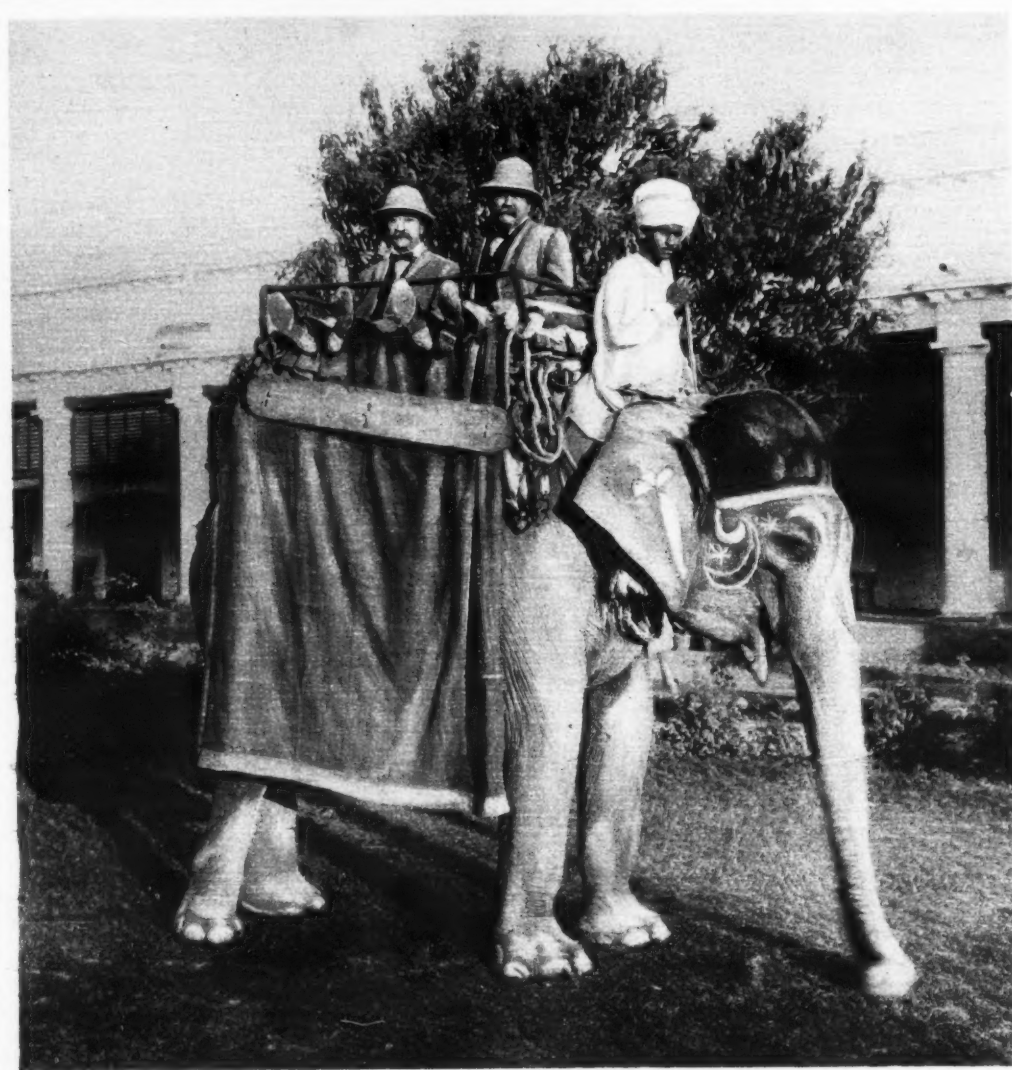


And this is how the natives get along on the inland waters of Japan. This beautiful photographic study, which has the solemn and stately mountain Fuji Yama for a background, shows one of the small sailing-boats, so plentiful on the lakes of Japan. These boats are used for travel and for the transport of small shipments of merchandise.

(© Newman Traveltalk and Brown & Dawson.)



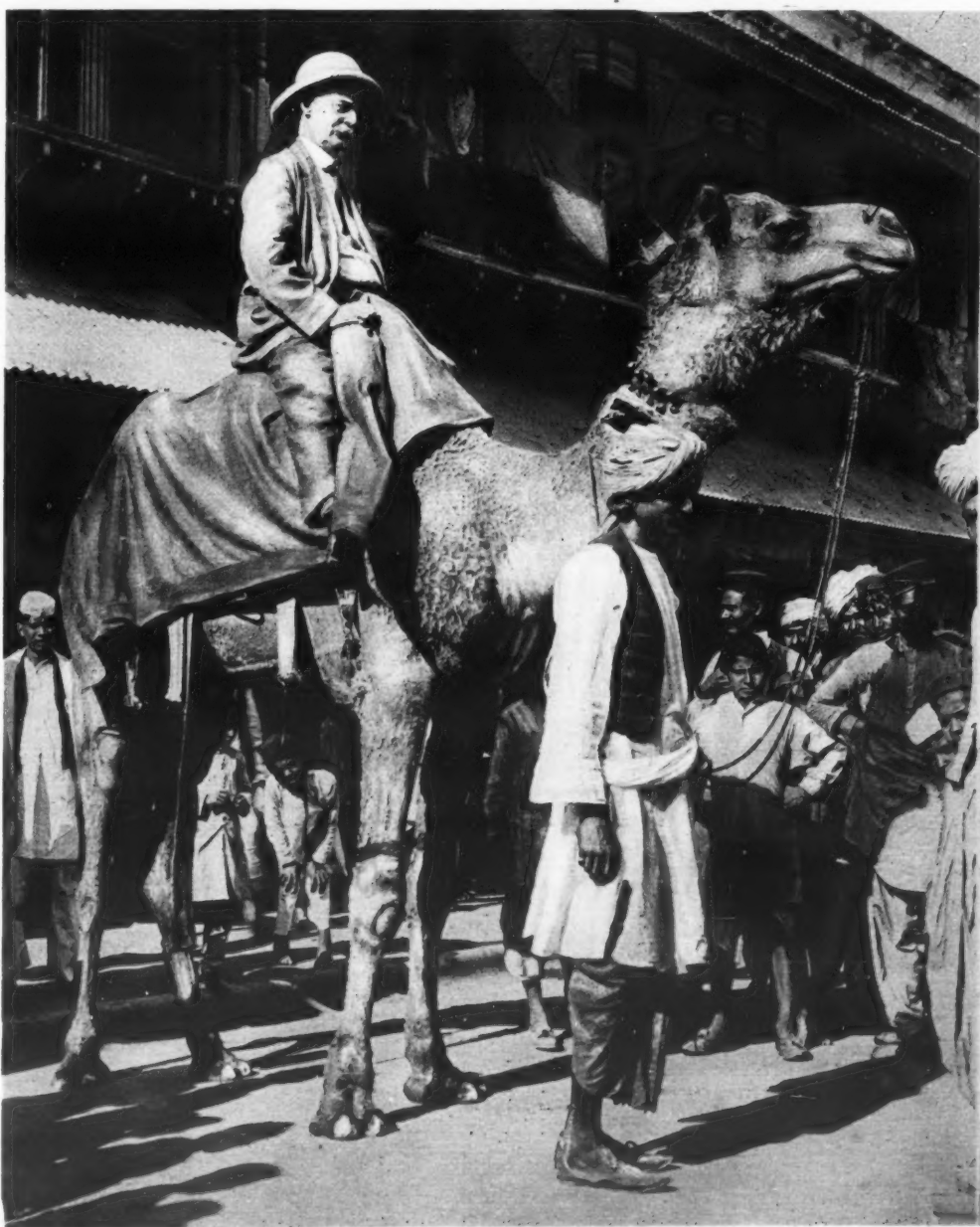
A public taxi—so to speak—on a street corner in modern Hongkong. Most of the traveling in Hongkong is done in these sedan chairs. Rajah happens to be the name of the beast of burden in the centre photograph; this elephant is the equivalent of a local bus line, and runs (only he sedately walks) between the railroad station and the leading hotel of Lucknow.



The round trip costs one rupee to the driver and two cookies to the elephant, and Rajah gets very peevish if the passengers forget to give him his tip. The Pekingese cart below is a licensed public hack in China; the driver wears his license on his sleeve. The awning, which extends over both driver and horse, is for protection from the intense heat of the eastern sun.



(© Brown & Dawson and Newman Traveltalk.)



Above is one of the bullock carts of Bombay hauling a tremendous load of mahogany. These large white buffaloes of India are unusually strong and can pull loads that would stagger most horses. The man in the picture at the left is riding one of the camels that do service as steeds in Agra, India. It is the popular mode of travel there. Below is a rickshaw coolie of China, dressed for a rainy day. His raincoat is made of straw and is actually waterproof; the rickshaw is the chief vehicle of travel in China.



(Photos © Brown & Dawson.)

Sister Suzanne Sewing Suits for Poilus



This view shows one of the several hundreds of workrooms in France in which the Government authorities have centralized the civic aid mobilized for the clothing and outfitting of France's vast army. It is one of the many phases of the State-directed organization of industry auxiliary to the conduct of the war. This room is one of the Paris workrooms where are completed the long greatcoats worn by the French soldiers in the trenches.

In the Wake of the Teuton Hosts



Here a German regiment was all but annihilated; the position but recently occupied by a destroyed German battery in territory newly won by the French on the Somme.

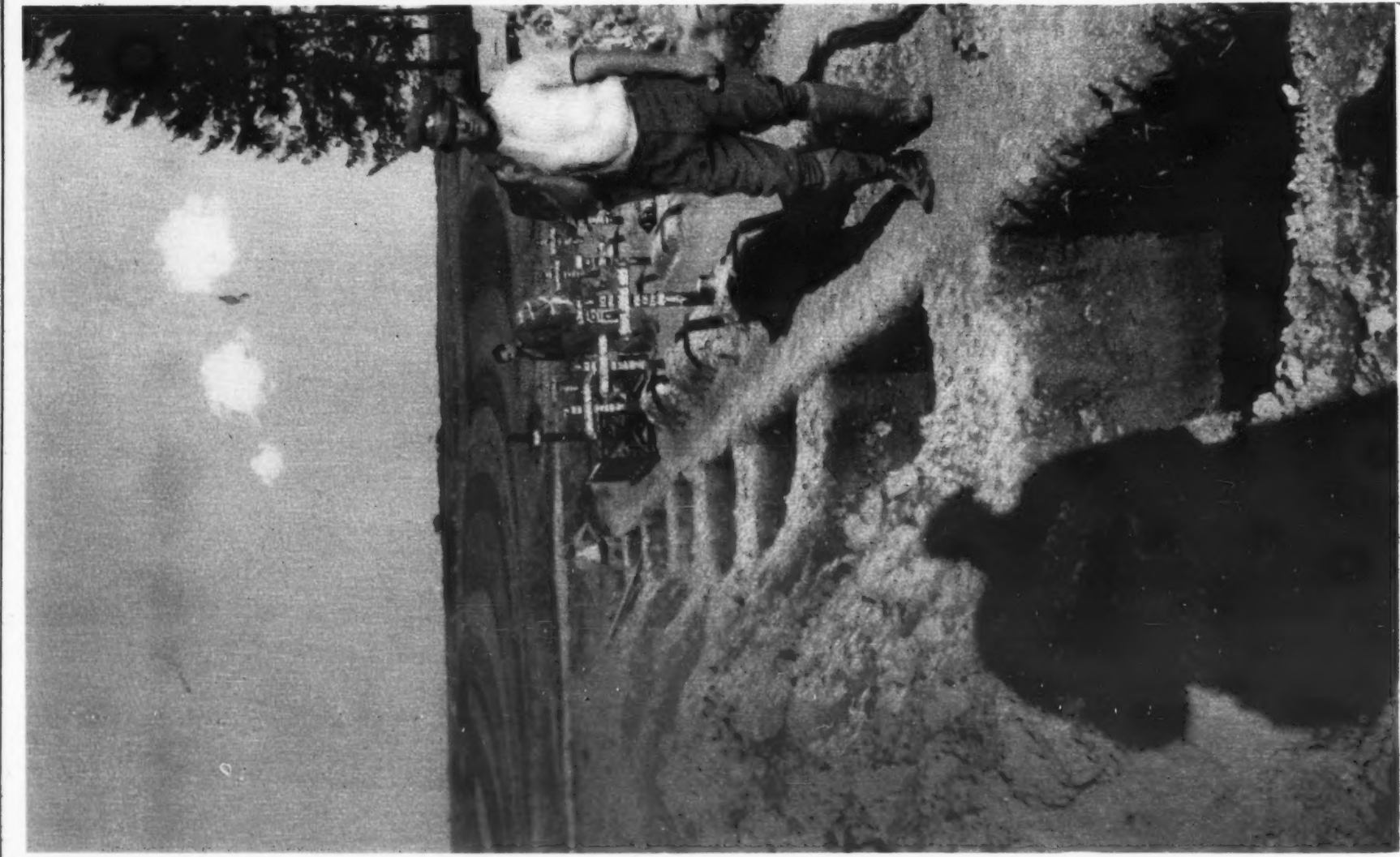
(Central News Photo Service.)



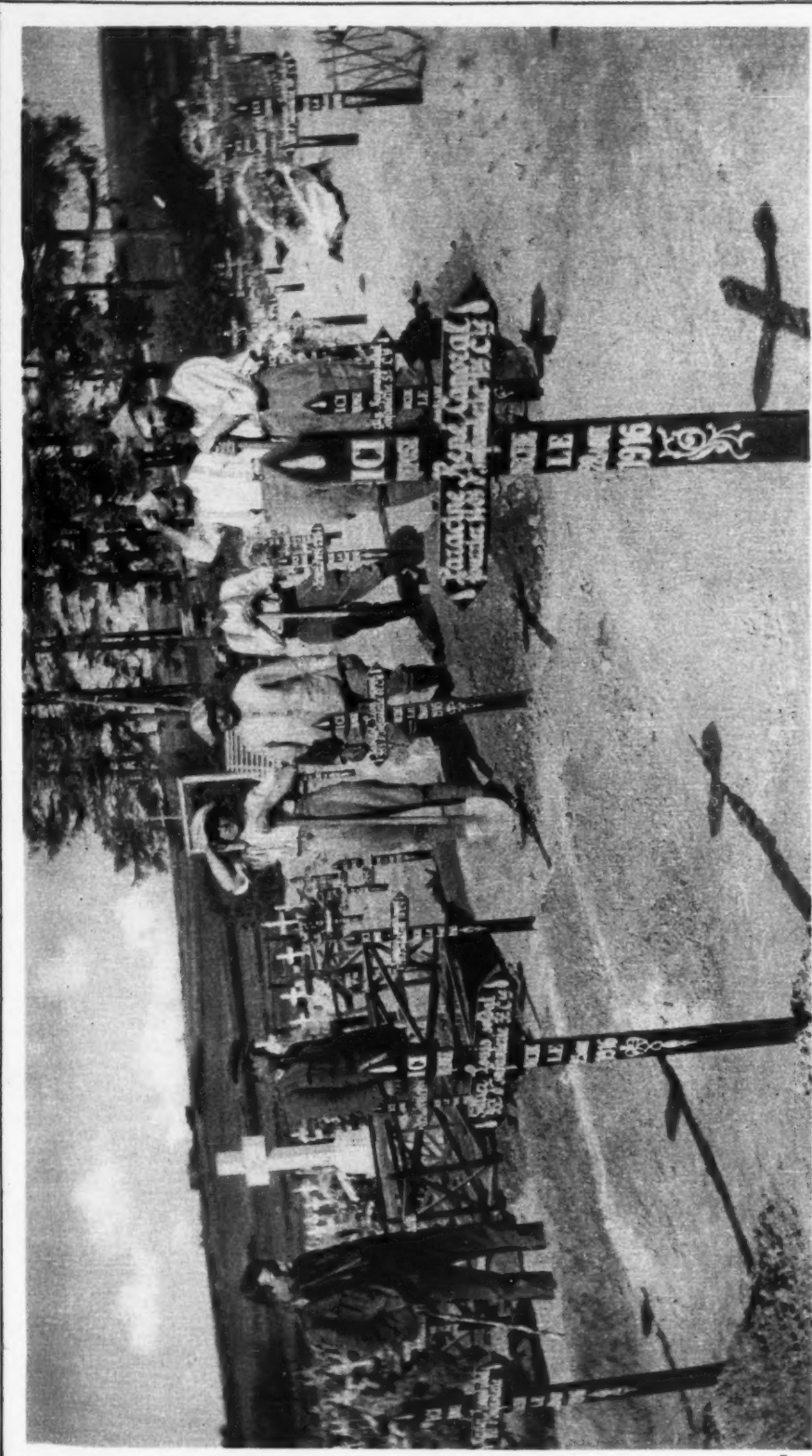
A German infantry column passing through the market district of the occupied City of Cambrai, in Northern France.

(International Press Exchange.)

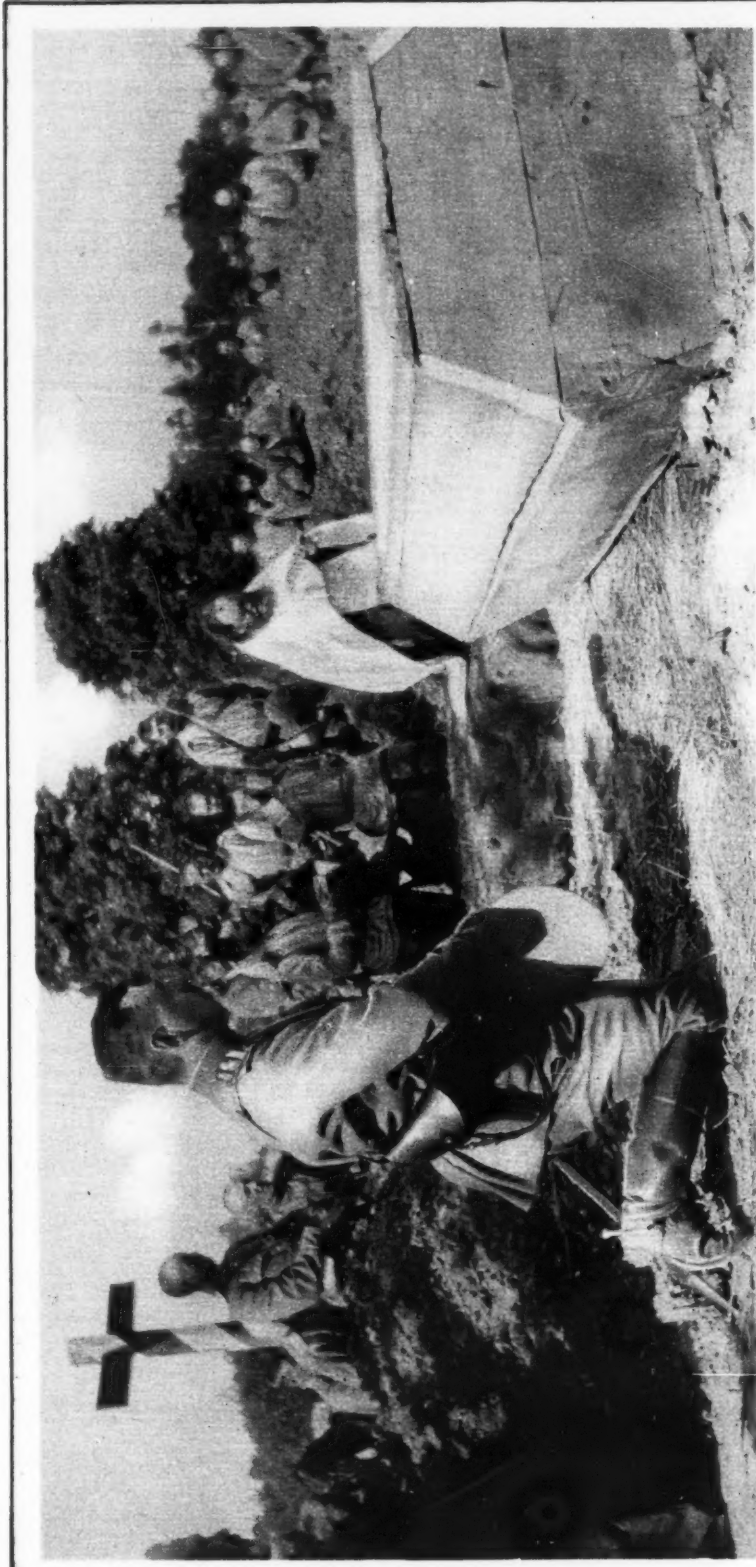
The Inevitable Hour: Whither the Paths of Glory Lead



Ready for those who are sure to come; a graveyard for soldiers of the Allies, in the North of France.
(Photos from J. T. Sullivan.)



"God's Acre" here covers many acres; new graves in a French military cemetery.



A funeral service for fallen officers of the Russian Army that won the town of Brody, on the Galician front; a burial on the field of battle.
(American Press Association.)

THURSDAY,
JANUARY 25, 1917.

in Explosions Which Destroy Two Plants



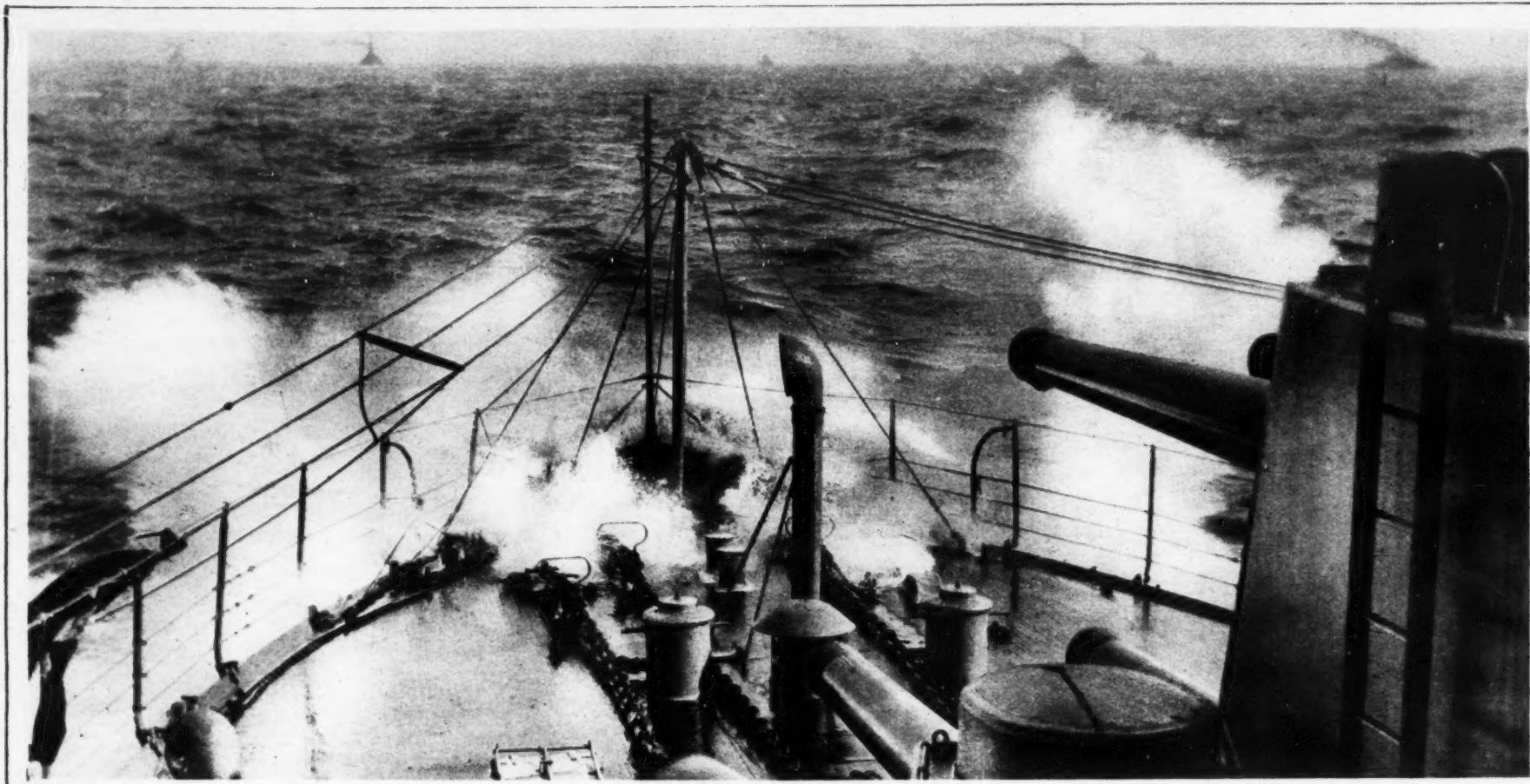
A house a mile away from the scene of the fire at Kingsland showing how the flying projectiles pierced the roofs and walls of structures in their path.



Not a European battlefield after bombardment, but a scene at Kingsland after the explosions of shells which lasted throughout the night.

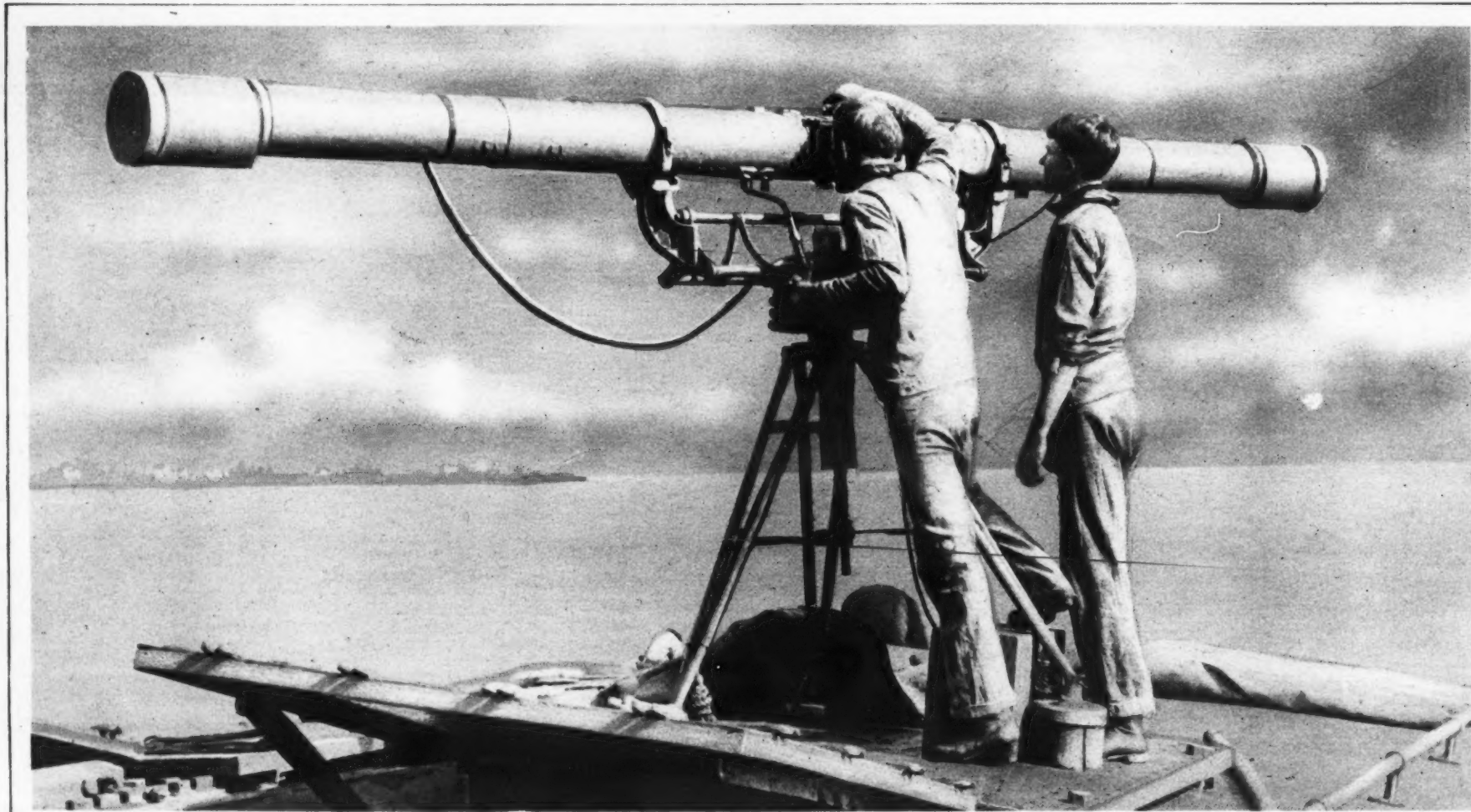
(Photos © Central News Service.)

On the Range With Ships of the Fleet



U. S. S. Virginia taking a dive. The last manoeuvres of the Atlantic fleet proved to be the roughest in its history.

(Photos Kadel & Herbert.)



Range-finding on board the new United States battle-ship Texas while on the Atlantic practice grounds.



Shooting at the San Marcos, formerly the U. S. S. Texas, in Tangier Sound. The new U. S. S. Texas scored the highest points. Four splashes are seen in the water, one of which scored a hit and one hitting a few feet behind the San Marcos.

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